

### AMENDMENTS TO THE CLAIMS

1. (Currently Amended) A particulate trap for use in diesel engines to be installed in a path of exhaust gas from a diesel engine, the trap comprising:

a filter for trapping particulate matter (PM);

a catalytic converter upstream of the filter, the catalytic converter ~~comprising~~ formed of one or more metallic porous bodies each having a three-dimensional network with an average pore diameter not less than 500  $\mu$  m and not more than 2,000  $\mu$  m, and an oxidizing catalyst; and  
a case that houses the filter and the catalytic converter.

2. (Original) A particulate trap for use in diesel engines as recited in claim 1, wherein the catalytic converter has a porosity not less than 90% and not more than 98%.

3. (Original) A particulate trap for use in diesel engines as recited in claim 1, wherein the catalyst is an amount not less than 0.15 grams and not more than 1.5 grams per unit volume of one liter of the catalytic converter.

4. (Currently Amended) A particulate trap for use in diesel engines as recited in claim 1, wherein the catalytic converter and the filter are formed of the same type of ~~metallic porous body or bodies~~ metallic material.

5. (Original) A particulate trap for use in diesel engines as recited in claim 1, wherein the filter has an average pore diameter not larger than that of the catalytic converter.

6. (Currently Amended) A particulate trap for use in diesel engines as recited in claim 5, structured such that ~~wherein~~ material of the filter is compressed uniformly in the direction of the exhaust gas flow, with a higher compression rate than material of the catalytic converter.

7. (Original) The particulate trap for use in diesel engines as recited in claim 1, wherein the catalytic converter and the filter are placed apart, the distance between them being not more than two times the thickness of the catalytic converter.

8. (Original) A particulate trap for use in diesel engines as defined in claim 1, wherein the filter carries an oxidizing catalyst.

9. (Original) A particulate trap for use in diesel engines as recited in claim 8, wherein the catalytic converter and the filter carry the same type of oxidizing catalyst.

10. (Original) A particulate trap for use in diesel engines as recited in claim 8, wherein the catalytic converter and the filter have the same average pore diameter.

11. (Original) A particulate trap for use in diesel engines as recited in claim 1, wherein:

the catalytic converter and the filter are cylindrical and aligned coaxially;

the catalytic converter and the filter having openings therebetween sealed by annular end plates; and

wherein an exhaust gas is introduced from the path into the catalytic converter and thereafter through the filter.

12. (Original) A particulate trap for use in diesel engines as recited in claim 1, wherein the catalytic converter and the filter are formed by laminating a plurality of board-shaped metallic porous bodies.

13. (Original) A particulate trap for use in diesel engines as recited in claim 12, wherein the thickness of each of the board-shaped metallic porous bodies is not less than 1.5 mm and not more than 30 mm.

14. (Original) A particulate trap for use in diesel engines as recited in claim 12, wherein the catalytic converter has a total thickness  $t_1$  not less than  $10D$  and not more than  $80D$ , where  $D$  represents the average pore diameter of the catalytic converter.

15. (Original) A particulate trap for use in diesel engines as recited in claim 12, wherein:

the filter carries a catalyst; and

the total thickness  $t_2$  of the catalytic converter and the filter is not less than  $18D$  and not more than  $135D$ , where  $D$  represents the average pore diameter of the catalytic converter.

16. (Original) A particulate trap for use in diesel engines as recited in claim 1, wherein there is a space between the catalytic converter and the filter, and the case.

17. (Currently Amended) A diesel engine-use particulate trap as recited in claim 1, wherein a silencer is provided:

in the case;

in series with the catalytic converter and the filter and downstream of the filter ~~in~~ in the flow direction of the exhaust gas.